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**Amendments to the Specification**

Please add the following paragraph immediately before the last paragraph of page 3 (numbered 0015 in the as-filed specification):

FIG. 5 is a schematic view of the nozzle of FIG. 1.

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Please amend the first paragraph of page 4 as follows:

FIG. 1 shows a turbine engine nozzle 20. The exemplary nozzle comprises an axisymmetric circular array (FIG. 5) of convergent/divergent flap pairs about a nozzle axis or centerline 500. A given flap pair has a convergent flap 22 upstream/forward extending from an upstream end 23 to a downstream end 24 and a divergent flap 26 downstream/aft extending from an upstream end 27 to a downstream end 28. The flaps are hinged relative to each other by a hinge mechanism 30 for relative movement about a hinge axis 502 proximate the convergent flap downstream end and divergent flap upstream end. The inboard surface of the divergent flap 26 has a longitudinally convex surface portion 40 near its upstream end for forming an aerodynamic throat (i.e., the location of smallest passageway cross-section) of the nozzle of instantaneous throat radius  $R_T$  and an essentially longitudinally straight portion 42 extending aft therefrom toward the downstream end for forming an exhaust outlet of instantaneous outlet radius  $R_O$ . For each convergent/divergent flap pair, the nozzle further includes an external flap 50, the outboard surface 52 of which forms an exterior contour of the nozzle exposed to external airflow passing around the aircraft fuselage.

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Please amend the paragraph spanning pages 4 and 5 as follows:

FIG. 1 further shows a nozzle static ring structure 60 for mounting the nozzle to the engine, aircraft fuselage 61 (FIG. 5), or other environmental structure. Proximate the upstream end 23 of the convergent flap 22, a hinge structure pivotally couples the convergent flap to the static ring structure 60 for relative rotation about a fixed transverse axis 503. A synchronization ring 62 is mounted between inboard and outboard aft portions 64 and 66 of the static ring structure and may be longitudinally reciprocated by actuators (e.g., pneumatic or hydraulic actuators-not shown). In the condition of FIG. 1, the synchronization ring is at a forwardmost/upstreammost position. The synchronization ring is coupled to each flap pair by an associated linkage 70. Each linkage 70 includes a central bell crank 72 pivotally coupled by a hinge mechanism to a bell crank ground point 74 at the trailing edge of the static ring structure inboard portion 64 for relative rotation about a fixed transverse axis 504. To drive rotation of the bell crank through its range of rotation about the axis 504, the bell crank is coupled to the synchronization ring by an associated H-link 76. A forward end of the H-link is pivotally coupled to the synchronization ring by a hinge mechanism for relative rotation about a transverse axis 506 which shifts longitudinally with the synchronization ring. An aft end of the H-link is pivotally coupled to the bell crank by a hinge mechanism for relative rotation about a transverse axis 508 which moves along a circular path segment centered about the axis 504 in response to linear translation of the axis 506. Thus, as viewed in FIG. 1, a rearward shift of the synchronization ring produces a clockwise rotation of the bell crank about the axis 504. Rotation of the bell crank is transferred to articulation of the associated flap pair by an associated pair of transfer links 78. Forward/upstream ends of each pair of transfer links are pivotally coupled to the bell crank for relative rotation about a transverse axis 510 which also moves along a circular path segment centered about the axis 504 in response to linear translation of the axis 506. Aft/downstream ends of the transfer links are pivotally coupled to the divergent flap 26 for relative rotation about a transverse axis 512. As discussed below, in the exemplary embodiment movement of the axis 512 is not entirely dictated by the rotation of the bell crank and associated static ring translation. Rather, it may be influenced by other forces, namely aerodynamic forces arising from relative pressures internal and external to the nozzle. In exemplary embodiments, the axis 512 falls aft of the axis 502 and along a forward

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half of the span between upstream and downstream ends of the divergent flap. More narrowly, it falls along a forward third, and, in the illustrated embodiment, approximately in between about the first 5% and 15% of such span.

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Please amend the first paragraph of page 7 as follows:

FIG. 3 shows the synchronization ring 62 shifted to the rearmost extreme of its range of motion to produce a minimum throat area/radius condition. Specifically, FIG. 3 shows this in a high mode condition as discussed above. During the transition of the synchronization ring, there is associated telescoping (contraction as shown) of the external flap. The need to accommodate a sufficient range of telescoping across the throat area range may, as noted above, exceed a desired range of extensibility associated with the mode shift. Thus the mode strut may still operate to restrict and as means for restricting a range of movement of the divergent flap and external flap combination and extensibility of the external flap. FIG. 4 shows the flap in a low mode minimum throat area/radius condition.